

# Historic Resources Visual Effects Analysis

## Operations and Maintenance Facilities – South Fork Wind Farm

Rhode Island & New York, US

Prepared for:

## South Fork Wind Farm

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## 1.0 INTRODUCTION

### 1.1 Purpose of the Investigation

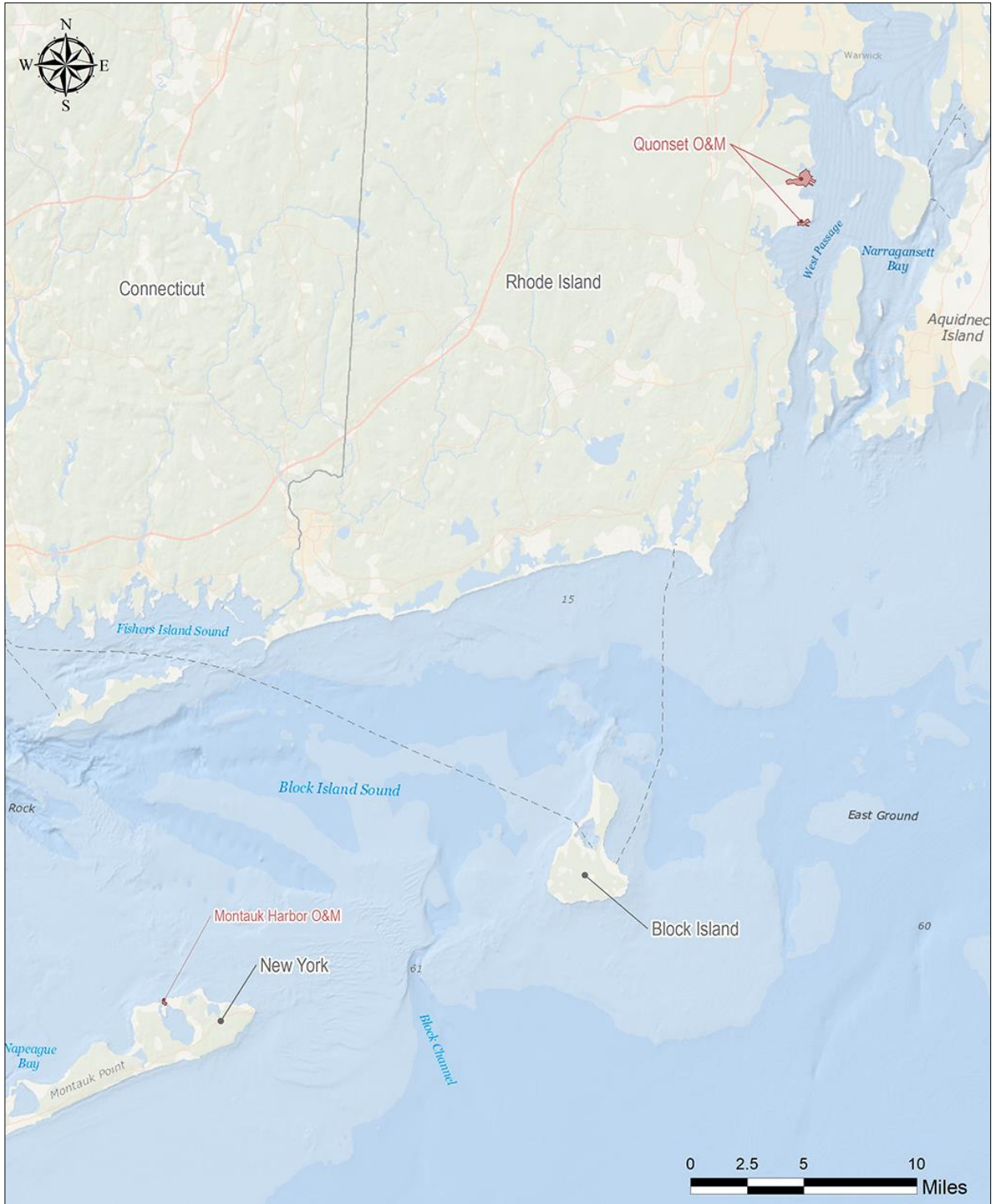
Environmental Design & Research, Landscape Architecture, Engineering & Environmental Services, D.P.C. (EDR) was retained by Jacobs Engineering Group (Jacobs) on behalf of Deepwater Wind South Fork LLC (DWSF) to prepare a Historic Resources Visual Effects Analysis for the South Fork operations and maintenance (O&M) facilities (collectively ‘Onshore Support Facilities’) required for the construction and operation of the South Fork Wind Farm (SFWF) and South Fork Export Cable (SFEC). A separate Historic Resources Visual Effects Analysis (HRVEA) and Visual Impact Assessment (VIA) were completed for the SFWF and are included as Appendix W and V to the Construction and Operations Plan (COP). This report is intended to supplement both documents in order to provide BOEM with a comprehensive analysis of potential effects on historic properties resulting from the SFWF.

As currently proposed, an O&M facility will support the operational and maintenance activities necessary during the operation of the SFWF. The O&M facility is proposed to be located in either Montauk Harbor, Town of East Hampton, New York or Quonset Point, Town of North Kingstown, Rhode Island. The proposed locations of the Onshore Support Facilities are indicated in Inset 1.1-1.

The purpose of this Historic Resources Visual Effects Analysis is to evaluate the potential visual effects of the Onshore Support Facilities on historic properties listed in or potentially eligible<sup>1</sup> for listing in State and/or National Registers of Historic Places (S/NRHP). The analysis included herein is limited to onshore, aboveground historic properties that are listed in the S/NRHP, as well as aboveground historic properties that have state historic designations in Rhode Island and New York.

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<sup>1</sup>Due to the variation in processes of designating historic properties to be eligible for the S/NRHP, all properties identified as part of this report that have been determined within New York or Rhode Island to be S/NRHP-eligible are treated as “potentially S/NRHP-eligible.”



Inset 1.1-1. Regional location of the proposed Onshore Support Facilities.

## 1.2 Onshore Support Facilities Location and Description

The following is an overview of the proposed site location for each of the Onshore Support Facilities and the visible components associated with each individual location.

### 1.2.1 Operations and Maintenance (O&M) Facility

The only ancillary facility that will be built as an operational component of the SFWF is the onshore SFWF O&M facility where O&M staff can prepare and mobilize for offshore maintenance activities, monitor the wind farm, and/or access storage space for spare parts and other equipment to support maintenance activities. The SFWF O&M facility is proposed to be located in a port in Montauk Harbor in the Town of East Hampton, New York or at Quonset Point in the Town of North Kingstown, Rhode Island.

#### 1.2.1.1 *Quonset Point*

The Quonset Point O&M facility alternative is proposed to be located at the Quonset Business Park in the Town of North Kingstown, Rhode Island, which consists of a 3,160-acre site reserved for economic development activities. The Quonset Point O&M facility alternative will include two approximately 30-foot-tall structures: one with approximately 1,000 square feet of office space and one with approximately 11,000 square feet of space for equipment storage. The Quonset Point O&M facility alternative will also include a stationary crane measuring approximately 60-feet tall for equipment transfer, up to three vessel berths for the crew transfer vessel (CTV), and accommodations for parking spaces, additional containers for equipment storage, and minor surface improvements.

#### 1.2.1.2 *Montauk Harbor*

The Montauk Harbor O&M facility alternative is proposed to be located on Lake Montauk in the Town of East Hampton, New York. Similar to the Quonset Point O&M facility alternative, the Montauk Harbor O&M facility alternative will include a maximum of up to approximately 1,000 square feet of office space and a maximum of up to approximately 6,600 square feet for equipment storage. The Facility will also include a stationary crane measuring approximately 60-feet tall for equipment transfer, up to three vessel berths, and accommodations for parking spaces, additional containers for equipment storage, and minor surface improvements. Modifications at the O&M facility may also include reinforcement and/or rehabilitation of quayside(s), as well as both initial and maintenance dredging to support the CTV. Potential impacts to subsurface and submerged cultural resources are addressed in a separate report to be provided to BOEM under separate cover.

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## 2.0 VISUAL STUDY AREA AND HISTORIC PROPERTIES

### 2.1 Visual Study Area and Preliminary Area of Potential Effects

Based on the relatively low-profile of the proposed buildings and facility equipment, EDR defined a one-mile study area (visual study area) around each of the properties associated with the proposed Onshore Support Facilities. While visibility beyond one mile is possible, the nature and degree of potential visual impacts will be minimal beyond one mile due to the similarity in scale and general type of the proposed facilities with existing infrastructure and land uses at each of the locations.

To determine the geographic areas of potential visibility of the Onshore Support Facilities, EDR used a lidar-based viewshed analysis. This analysis considers the height of each support facility's components along with a digital surface model representing ground level elevations, vegetation, and structures present in the visual study area. A geographic information systems (GIS) analysis considers whether a direct line of sight is available from ground level vantage points to the proposed port facility and each O&M facility alternative. If a direct line of sight is available, the position is coded as visible. Additional information about the methodologies employed to create the viewshed analysis are set forth in the SFWF HRVEA (EDR, 2019a) and VIA (EDR, 2019b). Heights used in the viewshed calculations were based on the heights of visible facility components described in Section 1.2 above. Visibility of the crane proposed as part of the Montauk location were not assessed in the viewshed and analysis due to its temporary and intermittent nature. Therefore, the Preliminary Area of Potential Effect (PAPE) used in this visual assessment is defined as all areas of potential visibility within one mile of the proposed Onshore Support Facilities.

EDR's evaluation of the Onshore Support Facilities' potential visual effect on historic properties for is consistent with the methodology used for the VIA and HRVEA completed for the SFWF. To identify historic properties, EDR conducted a desktop review of state and federal agency records, GIS databases, previous cultural resources surveys, and historical collections to develop an inventory of previously identified historic properties within the one-mile visual study area. Specifically, EDR reviewed the New York State Office of Parks, Recreation and Historic Preservation's (NYSOPRHP/SHPO) online Cultural Resources Information System (CRIS) and the Rhode Island Historical Preservation & Heritage Commission's (RIHPHC) inventory of historic properties, and Rhode Island Geographic Information System (RIGIS) to determine whether previously identified aboveground historic properties are located within or adjacent to the proposed sites for the Onshore Support Facilities, as described below.

Review of the records of state and federal agencies, GIS databases, previous cultural resources surveys, and historical collections identified nine historic properties within one mile of the proposed Onshore Support Facilities. These include

three individual properties listed in the S/NRHP and six potentially S/NRHP-eligible properties and/or districts. No properties designated as a National Historic Landmark (NHL) were identified within the one-mile study area.

## 2.2 Quonset Point

The proposed site is located on the West Passage of the Narragansett Bay, west of Prudence and Hope Islands and south of Calf Pasture Beach. The northern terminal area of Quonset Business Park is comprised of two large piers used for cargo transfer along with a vast, open paved area. The park is bordered to the west by forest vegetation, undeveloped land, and some small pockets of suburban residential development. The southern pier area, known as Quonset Point, has a large network of runways leading up the waterfront that extends over 1.5 miles inland. This area currently hosts a large Air National Guard Base and a number of businesses ranging from small offices to large warehouse operations. The business park takes advantage of broad and expansive waterfront space and then narrows to a point approximately 3 miles inland where the development gives way to US Route 1 (Post Road), forested areas, and residential development.

### 2.2.1 Scenic Considerations

The visual study area defined for the Quonset Point O&M facility encompasses a portion of the Town of North Kingstown, Rhode Island and a portion of Narragansett Bay. The dominant land uses include industrial areas, suburban residential, and open water associated with the Narragansett Bay. The PAPE includes the immediate facility area along with portions of Allen Harbor, Calf Pasture Beach, and the Narragansett Bay. Visually sensitive resources located within the PAPE are included on Table 2.2-1 and illustrated in Inset 2.2-1, below.

**Table 2.2-1 Visually Sensitive Resources within the PAPE for the Quonset Point O&M Facility**

Visually Sensitive Resource	Distance to O&M facility (Feet)
Narragansett Bay	2,200
Calf Pasture Beach	2,400
Allen Harbor	5,320
North Kingstown Municipal Golf Course	5,008

Narragansett Bay is a scenic tidal waterbody that is formed at the confluence of the Sakonnet River, Mount Hope Bay, and the Providence River. The bay receives a high volume of small pleasure cruise boats along with large cargo carriers, sailboats, and transport vessels. Calf Pasture Beach occurs on a wooded peninsula approximately 2,400 feet north of the proposed O&M facility. The park includes hiking trails, wildlife viewing, and beachfront access. Allen Harbor is a private marina which hosts areas to moor boats in the open harbor and an extensive array of slips and dockage.



The harbor also includes multiple boat yards, parking areas, and comfort facilities along the shoreline. The North Kingstown Golf Course is an 18-hole private golf club located in the central portion of the visual study area. A Rhode Island designated scenic area (Quidnessett Farms) occurs at the northern boundary of the visual study area but is not included in the PAPE due to a lack of visibility of the proposed Quonset Point O&M facility.



Inset 2.1-1. Visually Sensitive Resources Located Within One Mile of the Quonset Point O&M Facility

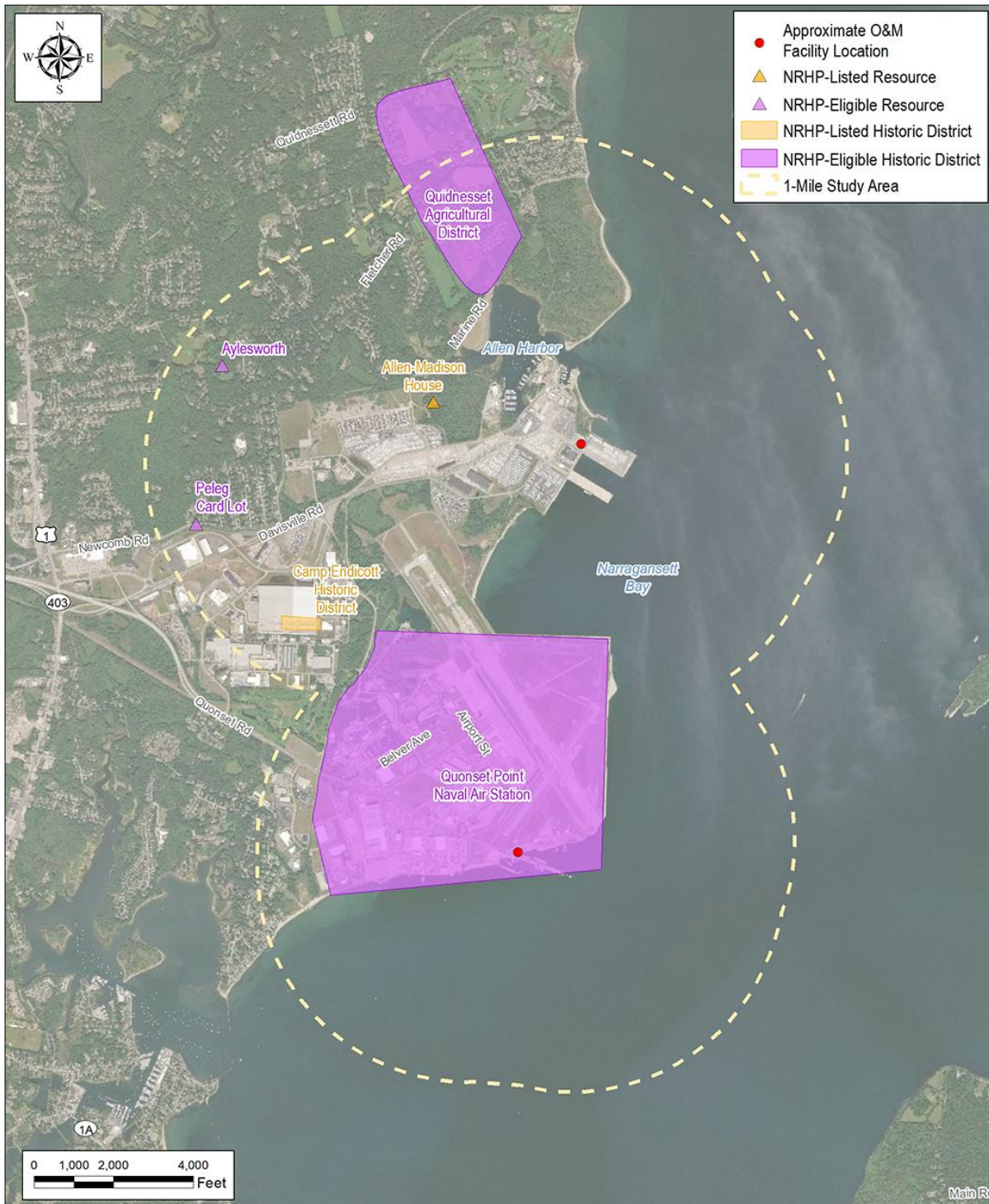
### 2.2.2 Previously Identified Above-Ground Historic Properties

A total of six previously identified historic properties are located within one mile of the proposed Quonset Point O&M facility alternative, including two S/NRHP-listed properties and four properties that have been identified as potentially eligible for listing on the S/NRHP. Of these properties, only one is located within the PAPE. These resources are enumerated along with their distance from and potential visibility of the Quonset Point O&M facility alternative in Table 2.2-2 below, and their locations are indicated on Inset 2.2-2.

**Table 2.2-2. Above-Ground Historic Properties Identified Within One Mile of the Quonset Point O&M Facility**

Reference Number	Property Name and/or Description	Property Designation	Distance to O&M Facility (Feet)	Located within PAPE
80000015	Allen Madison House, a two-and-one-half-story frame Federal-style house built in 1801.	S/NRHP-Listed	1,107	No
78000015	Camp Endicott Historic District, a World War Two-era naval training facility consisting of 17 steel Quonset huts on approximately seven acres.	S/NRHP-Listed	2,049	No
N/A	Quonset Point Naval Air Station, an approximately 974-acre World War Two-era naval training facility. Currently serves as a Rhode Island Air National guard base.	S/NRHP-Eligible	0***	Yes
N/A	Quidnesset Agricultural District, an approximately 243-acre rural historic district.	S/NRHP-Eligible	3,467	No
N/A	Captain Arthur Aylesworth Lot, a cemetery of less than one acre with no visible above-ground headstones, but an estimated seven plots, circa 1790.	S/NRHP-Eligible	4,137	No
N/A	Peleg Card Lot, a cemetery of less than one acre with an undetermined number of headstones, circa 1826.	S/NRHP-Eligible	4,281	No

\*\*\* The proposed Quonset Point O&M facility alternative is located entirely within the boundaries of the Quonset Point Naval Air Station boundary.



Inset 2.2-2. Previously Identified Historic Properties Located Within One Mile of the Quonset Point O&M Facility

## 2.3 Montauk Harbor

This site is situated on the north side of Lake Montauk, approximately 1000 feet north of Star Island and just beyond a small peninsula that defines a portion of the harbor entrance. The immediate area surrounding this site can be characterized as a working harbor with numerous boat slips extending into Lake Montauk and multiple commercial operations lining the immediate shoreline. The Montauk Harbor O&M facility alternative site is currently occupied by a small commercial fishing and packing operation, parking areas, and multiple storage containers. A large permanent dock extends south into Lake Montauk and supports a refueling area and storage building at the end of the dock. The water-to-shore transition is defined by a bulkhead, which also supports additional boat slips. The site is bordered on the north by East Lake Drive and dense scrub/shrub and forest vegetation.

### 2.3.1 Scenic Considerations

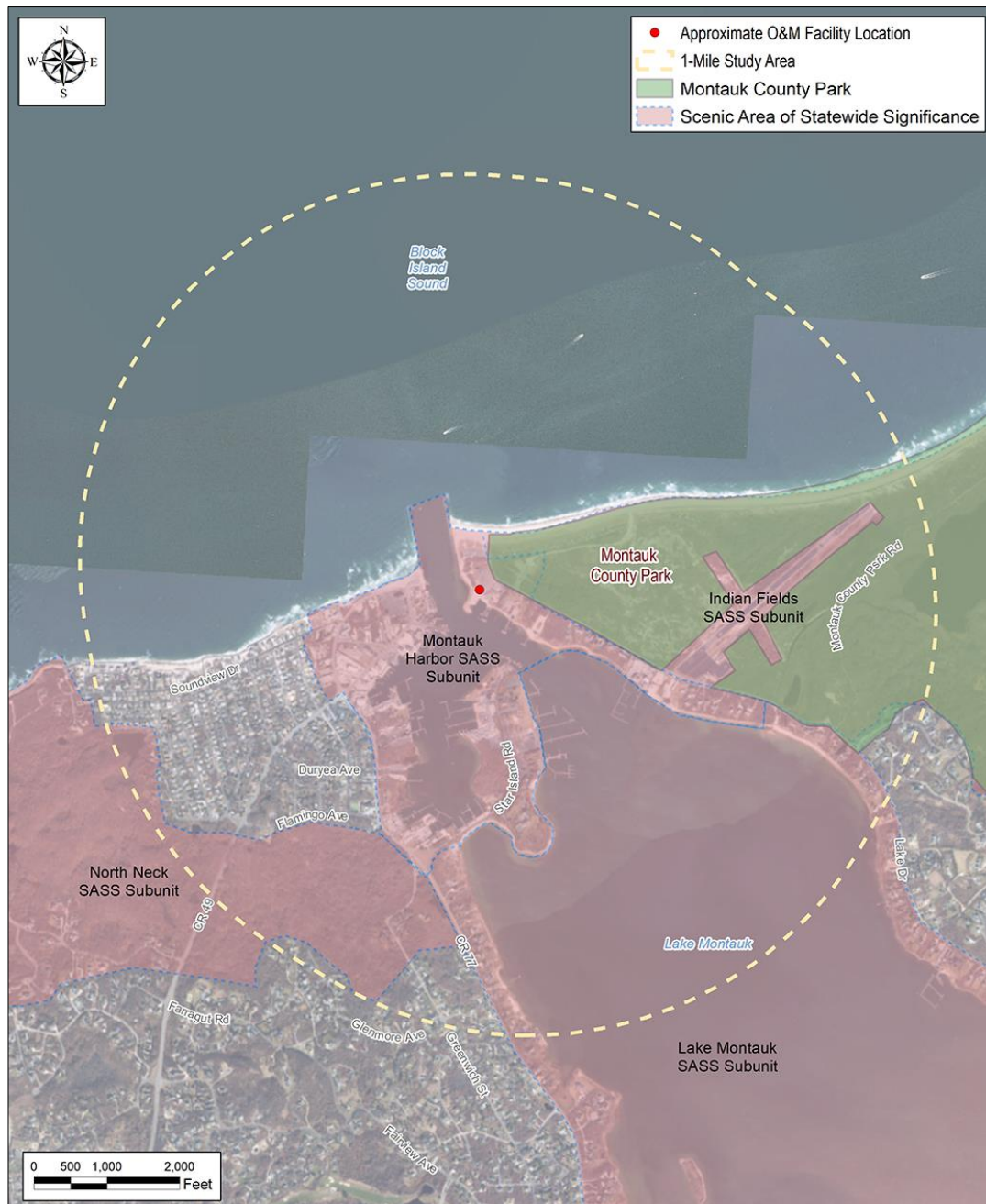
The visual study area defined for the O&M facility includes Montauk Harbor along with portions of Lake Montauk, Block Island Sound, and a small portion of Big Reed Pond. The dominant land uses within the visual study area include forested areas, open water, waterfront residential and commercial, and suburban residential areas. The PAPE encompasses a large portion of Montauk Harbor and its shorelines, the shoreline of Star Island, Lake Montauk, and a portion of the Block Island Sound. Visually sensitive resources that occur within the PAPE are included on Table 2.3-1 and Figure 2.3-1.

**Table 2.3-1 Visually Sensitive Resources within the PAPE for the Montauk Harbor O&M Facility**

Visually Sensitive Resource	Distance to Port facility (Feet)
Lake Montauk Scenic Area of Statewide Significance (Montauk Harbor Subunit)	0
Lake Montauk Scenic Area of Statewide Significance (North Neck Subunit)	4,720
Lake Montauk Scenic Area of Statewide Significance (Lake Montauk Subunit)	1,320
Montauk Point Scenic Area of Statewide Significance (Indian Fields Unit)	427
Montauk County Park	270
Lake Montauk	0

Within the PAPE, the Lake Montauk Scenic Area of Statewide Significance (SASS) is comprised of four subunits, including Lake Montauk, Montauk Harbor, Indian Fields, and North Neck. The PAPE contains a portion of each of these subunits. The defining features present in this SASS includes scenic natural features, freshwater wetlands, and beaches contrasting with a unique cultural landscape that includes a dynamic working harbor and historic recreational and commercial waterfront facilities. Montauk County Park is approximately 1,100 acres of forested park land that is bordered by the Block Island Sound to the north and east and Lake Montauk to the west. The park also includes Big

Reed Pond National Natural Landmark, which occurs at the northeast boundary of the visual study area; however, this resource is not included in the PAPE due to a lack of visibility of the proposed O&M facility. Lake Montauk is an approximately 900-acre water body that extends approximately 2.4 miles inland from the Block Island Sound. The lake is tidally influenced by an open channel connection with the Block Island Sound. This connection also provides an inlet for commercial and recreational boaters who utilize the shore and mooring support of Montauk Harbor.



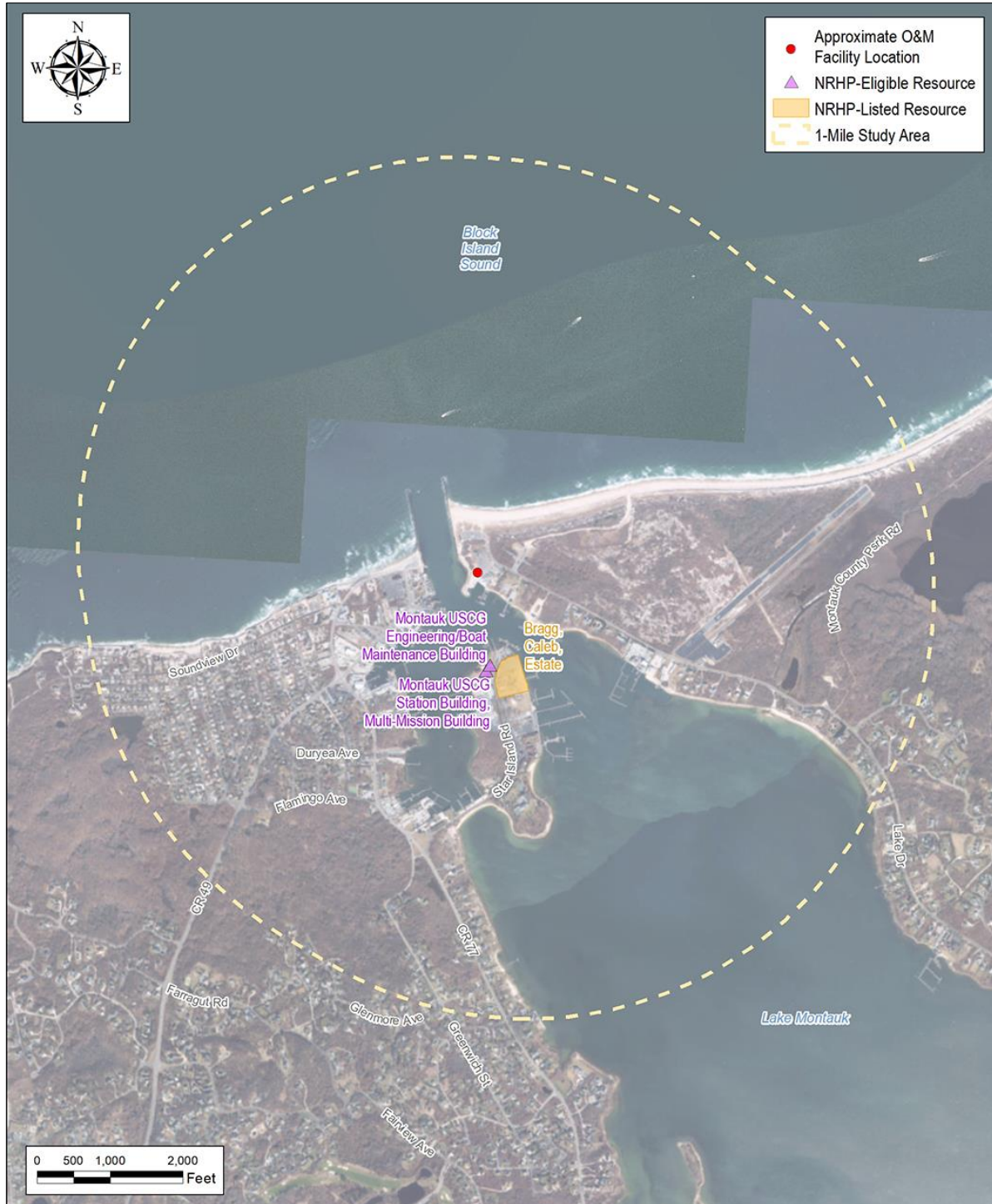
**Inset 2.3-1. Visually Sensitive Resources Located Within One Mile of the Montauk Harbor O&M Facility**

### 2.3.2 Previously Identified Historic Properties

A total of three historic properties are identified within one mile of the proposed Montauk Harbor O&M facility alternative, including one S/NRHP-listed property and two properties determined by the NYSOPRHP/SHPO to be eligible for listing on the S/NRHP. All three properties are located within the PAPE. These resources are enumerated along with their distance from and potential visibility of the Facility in Table 2.3-2 below, and their locations are indicated on Inset 2.3-1.

**Table 2-3.2 – Above-Ground Historic Properties Identified Within One Mile of the Montauk Harbor O&M Facility**

Reference Number	Resource Name and/or Description	Property Designation	Distance to O&M Facility (Feet)	Located within PAPE
87001895	Caleb Bragg Estate, an historic estate consisting of seven contributing buildings on 4.2 acres, built in 1929.	S/NRHP-Listed Resource	313	Yes
10303.000724	Montauk USCG Station Building, Multi-Mission Building, a two-and-one-half-story Colonial Revival US Coast Guard facility built in 1938.	S/NRHP-Eligible	611	Yes
10303.000837	Montauk USCG Engineering/Boat Maintenance Building, a one-and-one-half-story Colonial Revival US Coast Guard facility built in 1938.	S/NRHP-Eligible	726	Yes



Inset 2-3.2. Previously Identified Historic Properties Located Within One Mile of Montauk Harbor O&M Facility

### 3.0 VISUAL EFFECTS ANALYSIS

Construction of the SFWF Onshore Support Facilities will not require the demolition or physical alteration of any buildings or other aboveground historic properties. The potential effect of the Onshore Support Facilities on a given historic property would be a change in the property's visual setting resulting from the introduction of new buildings and cranes. As it pertains to historic properties, *setting* is defined as “the physical environment of a historic property” and is one of seven aspects of a property's *integrity*, which refers to the “ability of a property to convey its significance” (NPS, 1990). The other aspects of integrity include location, design, materials, workmanship, feeling, and association (NPS, 1990).

Section 106 of the National Historic Preservation Act requires Federal agencies to consider the effects of their actions on historic properties that are listed or meet the eligibility criteria for listing in the National Register of Historic Places. Per Section 106 § 800.5 (a)(1), the assessment of adverse effects on an historic property requires the following steps:

- (a) Apply criteria of adverse effect. In consultation with the SHPO/THPO and any Indian tribe or Native Hawaiian organization that attaches religious and cultural significance to identified historic properties, the agency official shall apply the criteria of adverse effect to historic properties within the area of potential effects. The agency official shall consider any views concerning such effects which have been provided by consulting parties and the public.
  
- (1) Criteria of adverse effect. An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative. (CFR, 2004).

Per Section 106 § 800.5 (a)(2)(i-vii), adverse effects on historic properties include, but are not limited to:

- (i) Physical destruction of or damage to all or part of the property;
  
- (ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's standards for the treatment of historic properties (36 CFR part 68) and applicable guidelines;
  
- (iii) Removal of the property from its historic location;



- (iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- (v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;
- (vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
- (vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance. (CFR, 2004)

The primary adverse effect on historic properties resulting from the Project would be consistent with § 800.5 (a)(2)(v) “Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features.” The potential effect on the visual setting for any historically significant property is dependent on a number of factors, including the characteristics of the property qualifying it for listing in the S/NRHP, distance between the property and the new visual elements, visual dominance, orientation of views, viewer context and activity, and the types and density of modern features in the existing view (such as buildings/residences, overhead electrical transmission lines, cellular towers, billboards, highways, and silos). The relevance of the affected setting to the significance of the historic property is also an important consideration. For example, historic properties significant primarily as examples of important engineering or manufacturing innovations may be less sensitive to alterations to their historic setting if the physical environment surrounding such properties was inconsequential to their design, construction, or historic uses. Likewise, the compatibility of the new visual elements with the historic and natural elements of the setting of a historic property is a critical element in the assessment of potential adverse effects.

As noted earlier, the visual effect of the proposed Onshore Support Facilities is based on the viewshed analysis showing potential visibility within one mile of each of the proposed locations.

### **3.1 Visibility of the Operations and Maintenance Facility**

#### **3.1.1 Quonset Point**

The viewshed analysis suggests that visibility associated with the Quonset Point O&M will be restricted to the Quonset Business Park and Air National Guard Base. Additionally, due to its proximity to the shoreline, the facility would be

visible from a large portion of Narraganset Bay within the visual study area (Inset 3.2-2). Inland residential areas are generally screened from view due to the presence of existing development combined with forested areas. Calf Pasture beach and the North Kingstown would have minimal visibility of the Facility.

### 3.1.2 Montauk Harbor

The viewshed analysis suggests that the Montauk Harbor O&M facility will be visible from the Block Island Sound and large portions of Lake Montauk and the surrounding shoreline (Inset 3.2-2). Due to relatively dense shoreline development and forested areas, minimal visibility from inland areas will be available. However, the Lake Montauk SASS and each of the four subunits that occur within the PAPE will have views of the proposed O&M facility. Additionally, views toward the Facility would be available from the outer edges of Montauk County Park.

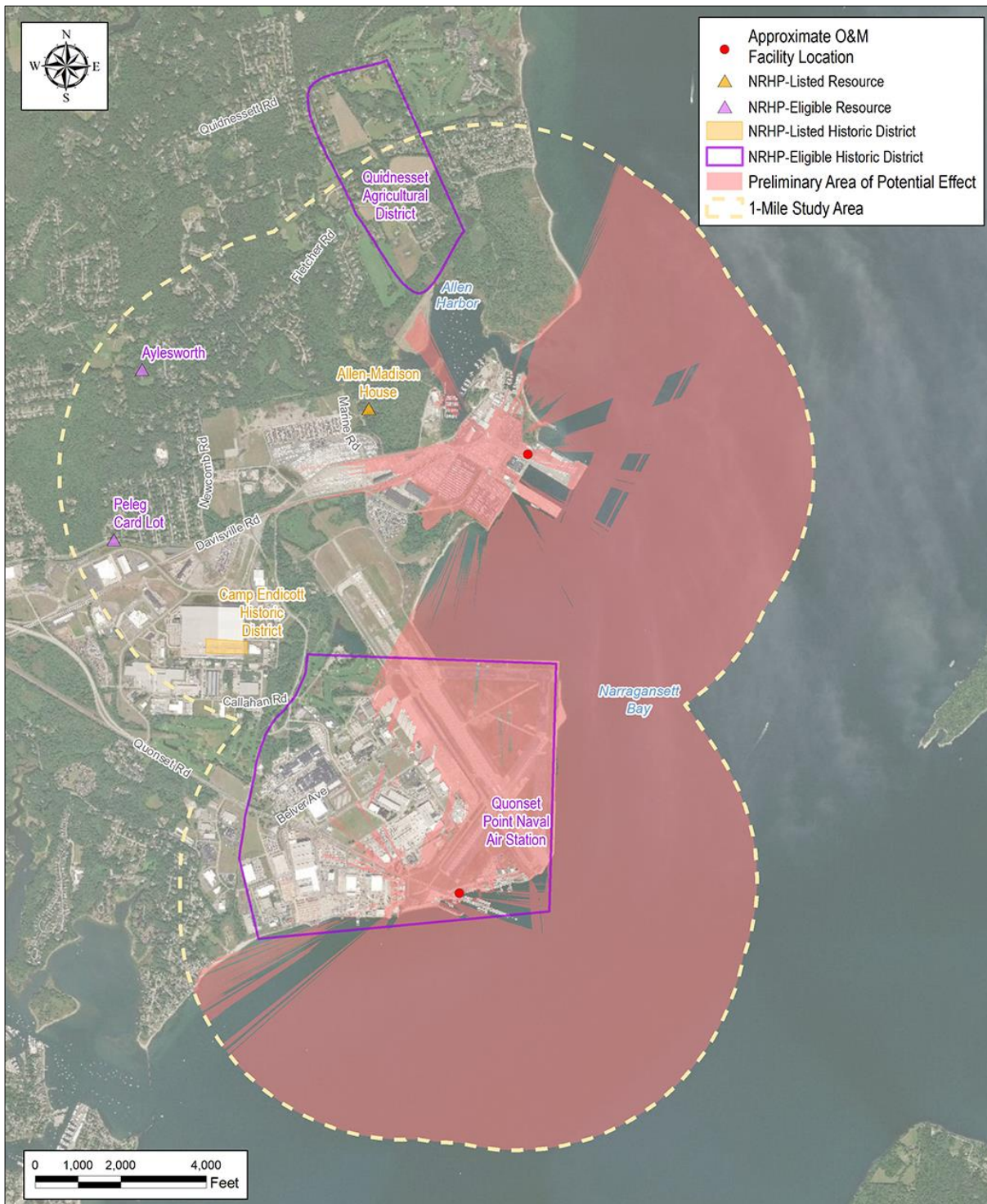
## 3.2 **Visual Effect on Historic Properties**

### 3.2.1 Quonset Point

According to the viewshed analysis, only one previously identified historic property located within one mile of the Quonset Point O&M facility alternative is located within the PAPE (see Inset 3.2-1):

- The Quonset Point Naval Air Station is located on Quonset Point in the Town of North Kingstown and is the site of the proposed Quonset Point O&M facility. The property is an approximately 974-acre former US Navy training facility, designed according to typical World War II-era design and construction concepts. The Quonset Point Naval Air Station was completed in 1941 according to state-of-the-art defense principles in response to the new threats posed by military submarines and aircraft at the outbreak of World War II. The technological and strategic decisions influenced its design and siting, namely its ability to serve as a land- and sea-based defense against submarine attacks. In addition, the need for pre-fabricated support structures which were quick and easy to assemble and adaptable to any condition spawned the production of an iconic building. These mass-produced structures were manufactured at a nearby Davisville factory and quickly became known as the “Quonset Hut.” The Quonset Point factory produced over 32,000 of the structures, which were characterized by signature long, curved roofs and flat, semi-circular ends. The station is also significant because it was the largest single employer in Rhode Island for much of its existence (O’Connell, Jr., 1979). The property’s significant relationship with the water is derived primarily from its strategic military function rather than any aesthetic concern. The property is currently the home of the 143<sup>rd</sup> Airlift Wing of the Rhode Island Air National Guard and is in use as both a military base and a public airport with two active runways. A portion of the base has been converted into a business park.

The Quonset Point O&M facility alternative proposed for the southern terminal is located entirely within the limits of the Naval Air Station and would be set among the existing structures currently onsite. Viewshed analysis indicates that the PAPE will be mostly confined to the area immediately adjacent to the proposed southern terminal location of the Quonset Point O&M facility alternative, which consists of nearby industrial buildings and parking lots. Views of the proposed facilities from nearby residential areas will be screened by existing buildings and infrastructure. The World War II-era facilities of the Quonset Point Naval Air Station exists alongside highly advanced modern structures and technology used in the base's daily operations. Changes to the Air Station facilities and alterations to the surrounding landscapes is characteristic of the historic use of the property as working military installation. The historic design and layout of the installation primarily reflects the evolving functional needs of the Navy, including a large harbor, high-capacity road and railroad access, and access to sufficient lands for a wide range of activities (Roise, 1985). The existing conditions, along with the nature of the modern-era elements would diminish the potential visual effect of the proposed Quonset Point O&M facility alternative on the historic setting of the air station. The proposed O&M facilities would be compatible with the existing infrastructure at the working port. Therefore, applying the Criteria of Adverse Effect per Section 106 § 800.5 (a)(1), the Quonset Point O&M facility alternative is not anticipated to have an adverse effect on the NRHP-eligible Quonset Point Naval Air Station.

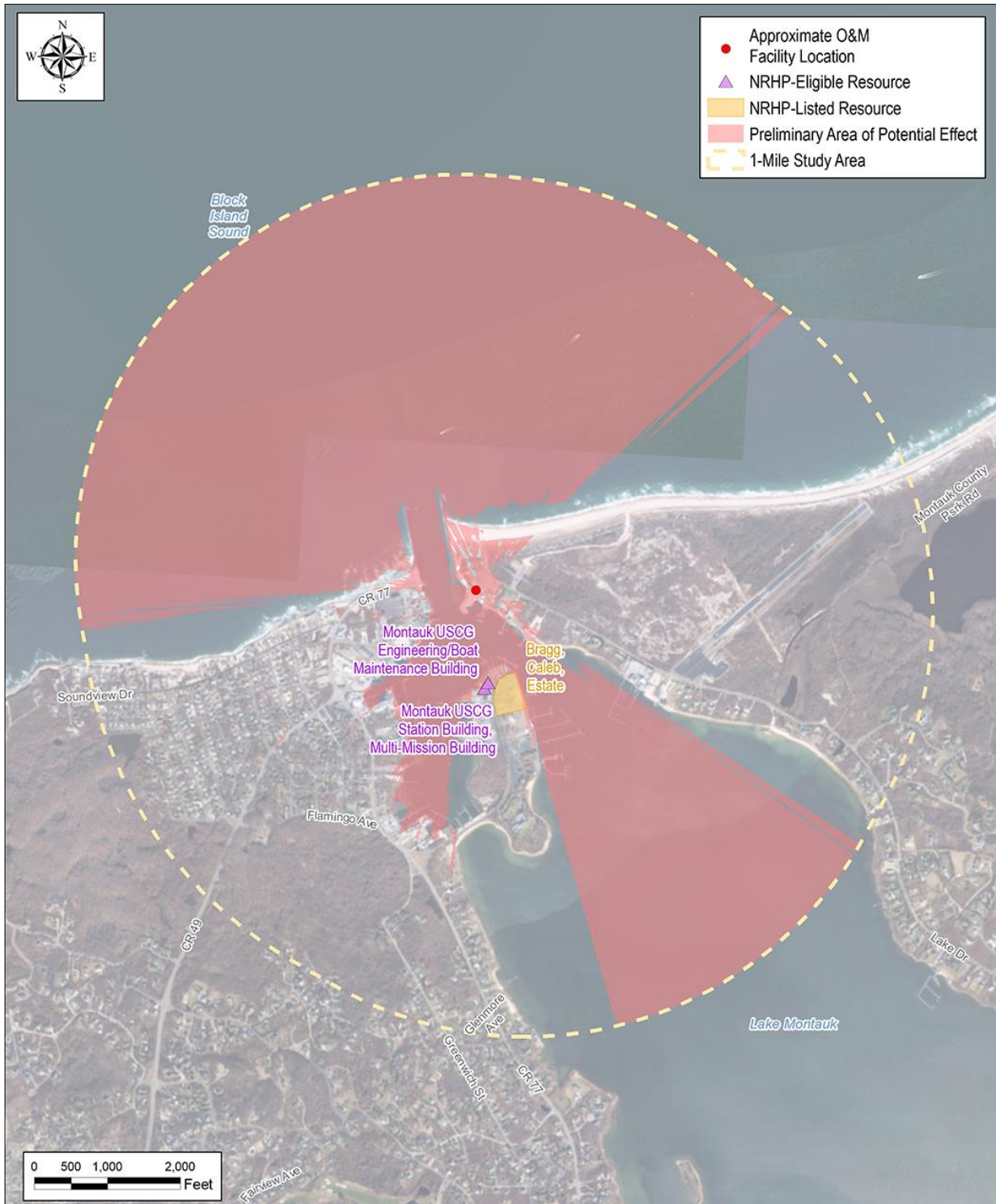


Inset 3.1-1. Previously Identified Above-Ground Historic Properties Within the PAPE (Quonset Point O&M Facility)

### 3.2.2 Montauk Harbor

According to the viewshed analysis a total of three previously identified historic properties (one S/NRHP-listed property and two S/NRHP-eligible properties, see Table 2.3-1) located within one mile of the Montauk Harbor O&M facility alternative are located within the PAPE (see Inset 3.2-3). All three properties are located at the northern tip of Star Island in Lake Montauk:

- The Caleb Bragg Estate (87001895) is located on the east side of Star Island Road, approximately 313 feet south of the proposed Montauk Harbor O&M facility alternative. The estate is comprised of seven contributing buildings constructed in 1929 by the prominent New York City architectural firm of Walker and Gillette and was listed on the NRHP in 1987 (O'Brien, 1987). The Bragg estate was constructed as part of a plan by millionaire Carl G. Fisher to transform the then-undeveloped community of Montauk into a seaside resort destination and represents a rare intact remnant of this period of development in Montauk. The S/NRHP nomination form for the estate (O'Brien, 1987) also notes that the estate's "well-maintained, designed landscape contributes to the property's intact historic setting," and "the small enclave of picturesque cottages harmonizes well with Montauk's scenic natural landscape."
- The Montauk United States Coast Guard (USCG) Station Building/Multi-Mission Building (USN 10303.000724) is located within the USCG complex at 69 Star Island Road, approximately 611 feet south of the proposed Montauk Harbor O&M facility alternative. The Station Building was constructed circa 1938-1939 in the Colonial Revival-style, which was standard prototype common to other Coast Guard Stations of the pre-World War II era. Although the building was relocated to its current site from Napeague in 1954, it was determined to be eligible for listing on the NRHP in 2000 as a highly intact example of a USCG design for a combined administration/barracks building that "retains its historic function and setting within an active Coast Guard Station" (Warren, 2000).
- The Montauk USCG Engineering/Boat Maintenance Building (USN 10303.000837) is located within the USCG complex at 69 Star Island Road, approximately 726 feet south of the proposed Montauk Harbor O&M facility alternative. Similar to the Station Building/Multi-Mission Building, the Engineering/Boat Maintenance Building was relocated to its current site from Napeague in 1954. It was determined to be eligible for listing on the NRHP in 2015 as a building constructed for the US Coast Guard in the years just before World War II (Weiss, 2015).



Inset 3.2-2. Previously Identified Above-Ground Historic Properties Within the PAPE (Montauk Harbor O&M Facility)

The S/NRHP-listed Caleb Bragg Estate (87001895) does derive some of its significance from its historic setting and the spatial relationships between buildings and nature in the vicinity of the property. However, viewshed analysis indicates that views from the property are limited to a small, narrow band along the eastern shore of Star Island, and views from the main historic structures are likely obscured by vegetation that runs along its northern boundary. The viewshed indicates that the proposed Montauk Harbor O&M facility alternative would have a low to negligible visual effect on the visual setting of the three historic resources. The integrity of the historic setting of these properties has been affected by active commercial and recreational use of the bay and construction of modern infrastructure during the past 90 years. Views of the proposed O&M facility would be screened by vegetation from the historic structures of the S/NRHP-listed Caleb Bragg Estate. In addition, the primary orientation of the historic buildings and landscapes are to east/southeast, towards Lake Montauk and the adjacent waterfront and docks. The proposed O&M facility is located to the north, outside of the field of view from the historic property. The only locations where the proposed facility would be featured in views of the historic property would be from the water, from areas located southeast of the Estate. The proposed development of the Montauk O&M facility is consistent in scale and use with the existing conditions along northeast sections of the Lake Montauk waterfront and the size of the proposed above-ground facilities appears compatible with current built environment. Therefore, applying the Criteria of Adverse Effect per Section 106 § 800.5 (a)(1), the proposed Montauk O&M facility is not anticipated to have an adverse effect on the S/NRHP-listed Caleb Bragg Estate.

The S/NRHP-eligible Montauk USCG Station Building/Multi-Mission Building (USN 10303.000724), and Montauk USCG Engineering/Boat Maintenance Building (USN 10303.000837) are located at the north shore of Star Island and have clear, unobstructed views of the proposed Facility. However, these views also include existing modern infrastructure such as modern USCG vessels at dock, electric powerlines, and transformers located in the yard between the properties and the lakeshore. Furthermore, the properties are part of USCG Station Montauk, an active USCG Search and Rescue Station. The proposed development of the Montauk O&M facility is consistent in scale and use with the existing conditions along northeast sections of the Lake Montauk waterfront. Existing docks and piers are present on the three closest properties to the southeast of the subject property. Although the historic buildings within the station are oriented towards the subject property, the proposed facilities are compatible in scale and function with the existing built environment and current uses of the waterfront. Therefore, applying the Criteria of Adverse Effect per Section 106 § 800.5 (a)(1) the proposed Montauk O&M facility is not anticipated to have an adverse effect on the S/NRHP-eligible Montauk USCG Station Building/Multi-Mission Building and Montauk USCG Engineering/Boat Maintenance Building. Adherence to appropriate guidelines in the design of the O&M facilities, discussed in Section 4.1.2, would further diminish the magnitude of change to the historic settings of the USCG buildings.

## 4.0 SUMMARY AND CONCLUSIONS

### 4.1 Summary of Visual Effects

#### 4.1.1 Quonset Point

The Quonset Point O&M facility would introduce new buildings to the working waterfront. However, at a height of 30 feet, the buildings will not be out of scale or character with the existing types of development currently present at Quonset Point. As such, it is anticipated that the facility will result in negligible visual impacts to the resources present in the PAPE. The addition of the O&M facility to this underutilized seaport would reinforce the intended and planned uses typically found at a working waterfront. The SFWF O&M facility could potentially serve to improve the aesthetics of the area provided appropriate architectural styles are used and the site is well maintained.

#### 4.1.2 Montauk Harbor

Similar to the Quonset Point alternative, the structures and activities proposed at the Montauk Harbor O&M facility are in keeping with the intended and planned purpose of a working waterfront. However, the Montauk Harbor O&M facility is proposed in a location that has specific guidelines to protect the scenic characteristics that classify this location as a SASS. In order to protect and enhance the scenic character of this location, the proposed O&M facility should adhere to the guidelines presented in the East Hampton Scenic Areas of Statewide Significance Report, published in 2010. These guidelines include the following general recommendations:

- Development should strengthen clustered development patterns by infilling empty lots and continuing to focus growth and activity in existing centers.
- Compliment the architectural structure and location of existing buildings. New commercial buildings should be located close to the streets with parking and access located to the rear or side of the buildings. Taller buildings up to 3 or 4 stories in height would contribute to the traditional character and vitality of the harbor.
- Remove deteriorated and degrading elements.
- Overhead utilities should be set back from the waterfront to protect views to and from the water.
- Maintain and or restore the natural landform.
- Use appropriate scales, forms, and materials to ensure that buildings and other structures are compatible with and add interest to the landscape.
- Use fully-shielded lighting fixtures at appropriate levels of illumination to preserve East Hampton's nighttime visual character.

Given the location, scale, and activities associated with the Montauk O&M facility, the facility is likely to adhere to the recommendations provided above and therefore would have a negligible visual effect on the resources within the visual



study area. By providing infill development and improving an underutilized site, the O&M facility could serve to improve the aesthetic character of the waterfront.

#### **4.2 Summary of Visual Effect on Historic Properties**

Construction of the SFWF Onshore Support Facilities will not require the demolition or physical alteration of any buildings or other aboveground historic properties. No direct physical effects to aboveground historic resources will occur as a result of the Onshore Support Facilities. The Facility's effect on a given aboveground historic property would be a change (resulting from the introduction of new buildings and structures) in the property's visual setting.

Review of the records of state and federal agencies, GIS databases, previous cultural resources surveys, and historical collections identified nine historic properties within one mile of the proposed Onshore Support Facilities. These include three individual properties listed in the S/NRHP and six potentially S/NRHP-eligible properties and/or districts. No NHLs were identified within the visual study area.

Of the nine historic properties within one mile of the proposed Onshore Support Facilities, only four properties (approximately 44 percent) are located within the PAPE. These include one individual property listed in the S/NRHP and three potentially S/NRHP-eligible properties. No visual effects to the remaining S/NRHP-listed and potentially S/NRHP-eligible properties are anticipated due to screening from buildings and vegetation.

##### **4.2.1 Quonset Point**

The Quonset Point O&M facility alternative proposed for the southern terminal is located entirely within the limits of the potentially S/NRHP-eligible Quonset Point Naval Air Station and would be set among the existing structures currently onsite. The World War II-era infrastructure of the Quonset Point Naval Air Station exists alongside highly advanced modern structures and technology used in the base's daily operations. The property was determined eligible for listing in the National Register in 1978 (Roise, 1985). The existing conditions, along with the nature of the modern-era elements would diminish the potential visual effect of the proposed Quonset Point O&M facility alternative on the historic setting of the air station. Therefore, the anticipated visual impact on the S/NRHP-eligible Quonset Point Naval Air Station from the proposed Quonset Point O&M facility alternative is low to negligible. In addition, applying the Criteria of Adverse Effect per Section 106 § 800.5 (a)(1), the Quonset Point O&M facility alternative is not anticipated to have an adverse effect on the Quonset Point Naval Air Station.

#### 4.2.2 Montauk Harbor

The S/NRHP-listed Caleb Bragg Estate (87001895), and the S/NRHP-eligible Montauk United States Coast Guard (USCG) Station Building/Multi-Mission Building (USN 10303.000724) and the Montauk USCG Engineering/Boat Maintenance Building (USN 10303.000837) derive their significance from their location and setting in relation to the water. The historic structures of the S/NRHP-listed Caleb Bragg Estate are shielded from views by vegetation, and the primary orientation of the historic buildings and landscapes are to the adjacent waterfront and docks. The two S/NRHP-eligible properties are part of an active US Coast Guard Station. Although the historic buildings within the station are oriented towards the subject property, the proposed facilities are generally consistent with the existing built environment and current uses of the waterfront. The presence of modern structures would be compatible with the character with the historic properties' current visual setting consisting of a twentieth-century maritime commercial and/or recreational context. In addition, the current conditions of the proposed locations of the Onshore Support Facilities are already highly developed and located in an active waterfront setting, and therefore the addition of a new industrial structure of comparable scale and design to the existing built environment would have a minor incremental effect on the visual setting of the resources. Applying the Criteria of Adverse Effect per Section 106 § 800.5 (a)(1), the proposed Montauk O&M facility is not anticipated to have an adverse effect on the S/NRHP-listed Caleb Bragg Estate or the S/NRHP-eligible Montauk USCG Station Building/Multi-Mission Building and Montauk USCG Engineering/Boat Maintenance Building.

#### **4.3 Conclusions**

Based on the viewshed analysis prepared for this document, it is anticipated that the SFWF Onshore Support Facilities will have a low to negligible visual effect on the historic resources located within the PAPE. The proposed Onshore Support Facilities would be new man-made features built in previously developed areas with existing infrastructure. While the proposed Onshore Support Facilities would be visible from four of the nine (approximately 44 percent) previously identified historic resources within the one-mile study area, including those with some or all of their historic significance derived from their physical setting, the mitigating factors of the current conditions and the quality of the existing views would offset the potential visual effects. For some of the resources, their location in an active working landscape with low scenic quality would also offset the potential visual effects of the proposed Onshore Support Facilities.

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